

- (b) the number of the projects not completed as on 31st March, 2006, started (i) over twenty years ago, (ii) over ten years ago and (iii) over five years ago;
- (c) the extent of cost escalation under each of the above categories;
- (d) what specific steps are proposed to be taken to expedite the completion of these projects; and
- (e) at what level the monitoring of these projects is done?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Heavy throwforward of projects with limited availability of funds have affected the timely completion of projects. During the intervening period from the sanctioned of the project to its completion, there has been escalation due to increase in cost of labour, material, fuel, etc.

(b) As on 31.3.2006, there were five projects taken up more than 20 years back, 34 projects taken up between 10-20 years back and 113 projects taken up between 5-10 years back.

(c) Time and cost overrun is feasible to be assessed only when full funds are assured at the time of taking up of the projects. In case of Railway Project, funding is not assured at the time of taking up of the project and is decided on year to year basis based on overall availability of resources. Hence cost overrun is not feasible to be assessed.

(d) A number of initiatives have been taken to augment resources for expeditious completion of the ongoing project, apart from internal generation of resources. These include sharing by State Governments, Public/Private Partnership, funding from Ministry of Defence, additional resources for National Projects and non-budgetary initiatives through Rail Vikas Nigam Limited.

(e) Regular monitoring of projects is done at field level, zonal level and at Railway Board level.

Survey for rail lines in Uttaranchal

†1900. SHRI HARISH RAWAT: Will the Minister of RAILWAYS be pleased to state:

†Original notice of the question was received in Hindi.

[8 December, 2006]

RAJYA SABHA

(a) the places where the survey for railway lines have been undertaken in the State of Uttaranchal and progress made, so far, in this respect;

(b) whether any progress has been made on the basis of survey of some railway lines in the most backward State of the Country; and

(c) if so, the details of railway lines on which work is being undertaken and if not, the reasons therefor and by when the work is likely to be completed.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The details of surveys completed in the last five years and current year for new line, gauge conversion and doubling proposals falling partly/fully in Uttaranchal alongwith present status is as under:

Sl. No.	Name of project	Kms.	Status
1.	Haridwar-Kotdwara-Ramnagar new line	142	Project not taken up.
2.	Kiccha-Khatima new line	165.67	Work has been taken up.
3.	Chandigarh-Dehradun via Jagadhari new line	217	Project not taken up.
4.	Rishikesh-Dehradun	20	Project not taken up.
5.	Muzaffarnagar-Roorkee new line	27.45	Processed on cost sharing basis with State Government. Proposal has been processed for necessary approval.
6.	Bhojipura-Pilibhit-Tanakpur gauge conversion		
7.	Laksar-Haridwar Dehradun doubling	102	
		79	Report under scrutiny.

The work on the sanctioned project of Kichha-Khatima would be completed in the coming years as per availability of resources. The time schedule of completion for other projects is not feasible to be indicated as these are not sanctioned.